

**TO: Bismarck-Mandan Metropolitan Planning Organization
 Technical Advisory Committee**

FROM: Rachel Drewlow, MPO Executive Director

DATE: January 11, 2022

RE: TAC Meeting

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Tuesday, January 18, 2022, at 10:00 AM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5th Street, Bismarck, ND. The agenda is outlined below.

The City of Bismarck and TAC members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan Metropolitan Planning Organization TAC agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Many of the 14 (fourteen) TAC members will attend the meeting in-person, but have the option to request a ZOOM invite for remote participation. **Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream FreeTv.org and RadioAccess.org. Agenda items can be found online at MPO Technical Advisory Committee.

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Next scheduled TAC meeting is on 2/14/2022. Please call 701-355-1852 with questions.

Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Intersection Analysis Study	100	01/31/2021
2020 Ortho/Topo Mapping Project	100	11/30/2020
2020 Pavement Conditions & Analysis Report	100	4/30/2021

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	RSP: Regionally Significant Project
FHWA: Federal Highway Administration	TDM: Travel Demand Model
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

A full list of common MPO acronyms may be accessed online
<https://www.bismarcknd.gov/DocumentCenter/View/37890/MPO-acronyms>

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
DECEMBER 20, 2021**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on December 20, 2021, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck. Rachel Drewlow presided.

Members present or participating via Zoom were Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg for Gabe Schell, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Rachel Drewlow. Member absent was John Saiki.

Others present or participating via Zoom were Kim Riepl and Stephen Larson, Bismarck-Mandan MPO; Kristen Sperry, Federal Highway Administration (FHWA); Sharijad Hasan, ATAC/NDSU; Kathleen Jones, Burleigh County Commission; and Dave Mayer, Bismarck Parks and Recreation District.

MINUTES

Chair Drewlow called for consideration of the minutes from November 15, 2021.

MOTION: Mr. Schriock made a motion to approve the November 15, 2021 minutes as presented. Ms. Pierce seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the minutes of the November 15, 2021 meeting were approved.

Note: Deidre Hughes and Mark Berg joined the meeting after approval of the minutes.

ITSRA UPDATE & FINAL REPORT

Mr. Hasan presented using Exhibit A. He explained with the support of the MPO, he has updated the Intelligent Transportation Systems (ITS) Regional Architecture (RA) for the Bismarck-Mandan MPO region.

Mr. Hasan first reminded the board ITS is the application of computing and communication technologies for the monitoring, evaluating, and managing of transportation systems. The goal of using ITS technology is to increase the efficiency and safety of the transportation network. A good example of an ITS is a Transportation Management Center, which can communicate with emergency vehicles, traffic signals, video surveillance, and more. ITS Architecture shows the interconnection of all ITS components, such as the connections between management systems or field devices, and increases integration between them. The National Architecture (NA) is a template containing the whole gamut of ITS applications nationwide, while the RA is a customization based on regional needs.

The goal of the ITSRA update is to accurately describe the ITS picture in the Bismarck-Mandan MPO region. Mr. Hasan said the RA describes both existing and planned regional ITS technologies and their functions. The RA serves as a roadmap to help implement and integrate ITS in the MPO area, and improve overall communication for both people and systems. He explained the RA can be used as a planning tool for ITS deployment, and it is a living product that can be continually updated. The RA is not dependent on technological changes, but is instead focused on the services and functions specific ITS elements are performing for the region. The RA is in compliance with the NA, helping to meet federal requirements for ITS projects funding.

Mr. Hasan explained the ITSRA was first developed in 2005, and was updated in 2008, 2013, and now in 2021. It has a fifteen-year planning horizon, and its geographical area includes the five service areas of the MPO region (Bismarck, Mandan, Lincoln, Burleigh County, and Morton County). The RA scope includes the various ITS centers in the area, and their relation to one another. This RA update has defined the various ITS stakeholders and their specific roles and responsibilities, as well as any agreements they have between them. The update specifies what ITS services will be provided by which stakeholders. The RA has an inventory of existing ITS, and also explains the interfaces connecting these ITS elements.

The ITSRA document should assist with both short and long-range transportation planning and budgeting. Mr. Hasan indicated because of this, the 2021 RA update has been integrated with the MPO's Arrive 2045 Metropolitan Transportation Plan (MTP). The RA update specifically points out how the ITS service packages being deployed meet the goals and objectives of the MTP. There are twenty-two existing ITS service packages called out in the document, with an additional three planned service packages, and six future service packages. These packages take advantage of a new feature called service package instances. As an example, the traffic signal centers for Bismarck and Mandan are quite different from each other. Therefore, under the traffic signal control service package, Bismarck and Mandan will each have their own service package instance to address their specific needs.

Mr. Hasan concluded by explaining the ITSRA includes asset tracking, allowing ITS assets in the field to be tagged and maintained in a database. He showed the board the various resources he used to support the ITSRA update. The full 2021 ITSRA document can be accessed online at <https://regional.atacenter.org/bisman/>.

Ms. Drewlow asked about the timing of future ITS service packages. Mr. Hasan responded by saying he could not provide a specific timeline for these future service packages. The goal of the ITSRA is not to provide a binding timeline, but rather to document service packages that may potentially be used in the future. Ms. Drewlow thanked him for this information, and added she appreciated Mr. Hasan's efforts to tie this latest ITSRA update into the MPO's MTP.

MOTION: Mr. Peterson made a motion to approve the ITSRA Final Report as presented. Mr. Berg seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2025 TRANSPORTATION ALTERNATIVE (TA) PROJECTS

Ms. Riepl explained the MPO originally received three applications for the TA solicitation. Two applications were submitted by Bismarck Parks and Recreation District (BPRD) and one by the City of Bismarck. The application submitted by the City of Bismarck was a construction project for a multi-use trail extension on State Street from Calgary Avenue to 43rd Avenue. The two BPRD applications included one construction project for a multi-use trail extension on South Washington Street to connect the existing trail from Meridian Drive to Sibley Park, and the other project was a preservation project for the rehabilitation of the Hay Creek Trail between Lilac Drive and the 26th Street Stairs.

Ms. Riepl said the projects were initially reviewed and ranked by MPO staff and the Bike-Ped Subcommittee in separate categories for construction and preservation. At last month's TAC meeting, TAC expressed concerns about ranking the projects separately, since this results in having two number 1 projects. It was agreed to have the TA projects re-ranked by the Bike-Ped Subcommittee, and this was done using a pair-wise comparison. The City of Bismarck's project came in as the top ranked project, followed by BPRD's Hay Creek Trail renovation project at second, and the South Washington Street project ranked third. Ms. Riepl noted the South Washington project received one minor alteration, to note the project is in the flood plain.

MOTION: Mr. Ehreth made a motion to approve the TA projects with the ranking as presented. Ms. Pierce seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2026 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECTS

Ms. Riepl said the HSIP solicitation did have an October 15 submittal deadline, and Burleigh County submitted one application prior to the deadline. Burleigh County's application was considered by TAC in November and TAC recommended approval of the application. At the same meeting, the City of Bismarck indicated they had applications to submit for the HSIP that were inadvertently not submitted, and they requested to be allowed to submit these applications post-deadline. TAC voted to approve this request. Subsequent to this, Policy Board voted to deny the Burleigh County HSIP application, citing concerns about cost and perceived lack of support for the project. However, Policy Board approved the City of Bismarck request to submit HSIP applications for December consideration.

Ms. Riepl explained she is requesting two separate actions from TAC. The first action would be to consider Burleigh County's request to submit a modified HSIP application for consideration. MPO staff is supportive of this request given the unique set of circumstances, and given a precedent has been established for the acceptance of applications post-deadline.

Mr. Schriock said Burleigh County decided it was in their best interests for their project to reduce the requested dollar amount, considering Policy Board expressed concerns about the large cost associated with the application. The federal share requested was lowered from \$4,050,000 to \$2,000,000, and Burleigh County will cover the rest with their local match. Other than the changes to the project cost, nothing else was significantly altered.

FIRST MOTION: Mr. Ehreth made a motion to recommend allowing Burleigh County's revised HSIP application to be considered. Mr. Schriock seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

Ms. Riepl referred to Exhibit F for a summary of the three HSIP applications now being considered. Burleigh County's application is for the construction of a roundabout at the Centennial Road/71st Avenue intersection, to include the adjoining 41st Street NE and Rooster Road. The project would include lighting and landscaping. Ms. Riepl noted this project is the number 1 safety project in the MTP. The new total cost for the project is \$3.7 million, with \$2 million in federal share requested. MPO staff scored the project against the goals and objectives of the MTP and it received 11.3 points.

The City of Bismarck's two projects include a city-wide installation or modification of Rectangular Rapid Flashing Beacons at three locations (16th Street and Braman Avenue, 8th Street and Avenue C East, and Centennial Road and Jericho Road). This project is estimated to cost \$134,000 and the federal share requested is \$120,600. The MPO staff gave the project a score of 9 points. The second project would be for reconstruction of the turn lanes at 19th Street and Century Avenue to remove the negative offset existing between the east/west left-turn lanes. The total cost is estimated at \$591,000 and the federal share requested is \$531,900. MPO staff scored this project at 12.5 points. Ms. Riepl added the MPO scores simply reflect how the projects are consistent with the MTP and do not reflect a ranking. MPO staff supports the Burleigh County project as the highest priority project, since it is the number 1 project in the MTP short-term constrained project list. Ms. Riepl said TAC may use MPO staff's points to rank the project, or adopt their own ranking, or forward the projects to NDDOT without ranking or prioritization.

Mr. Schriock asked if HSIP projects have been historically sent to NDDOT without ranking. Chair Drewlow confirmed this has been the historical practice.

Mr. Froseth asked if NDDOT would expect a ranking from TAC and Policy Board for these projects. Chair Drewlow said she does not believe so. A ranking can be provided, but it is not required.

Mr. Froseth then asked if the scoring criteria used for the HSIP scoring is the same as the Urban Road and Urban Regional criteria. Chair Drewlow said the HSIP criteria (which uses four objectives applicable to the HSIP) is different from the other grant programs. She offered to send these criteria to Mr. Froseth, but he indicated that would not be necessary.

SECOND MOTION: Mr. Berg made a motion to approve the HSIP projects as presented, without prioritization. Mr. Schriock seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2024 URBAN GRANT PROJECTS

Ms. Riepl referred to Exhibit J in the packet for a summary of the projects submitted for the Urban Grants program. Two applications were received from the City of Bismarck and one

from the City of Mandan. Urban Grant applications are usually scored by MPO staff against the goals and objectives of the MTP and then presented to TAC and Policy Board for approval to submit to NDDOT, with or without prioritization.

MPO staff met with the submitting agencies for these applications in November and discussed the scoring process. The scoring criteria for the Urban Grants program is the same as the criteria used for the Urban Roads and Urban Regional programs, and is not tailored to the Urban Grants program. Thus, the current scoring criteria for Urban Grants does not accurately address the goals of the Urban Grants program, such as incorporating downtown design and beautification elements. Ms. Riepl said the scores for the Urban Grants projects should be taken with a grain of salt, as they may be somewhat misleading. The current scoring process is being used by the MPO to illustrate that projects are consistent with the MTP, and that MPO staff is attempting to substantiate a performance-based planning process. Ms. Riepl added the MPO staff scores do not reflect a ranking. The MPO plans to examine the various elements of the Urban Grants scoring process before next year's solicitation.

Ms. Riepl gave an overview of the projects. The first project is a rehabilitation project submitted by the City of Bismarck, and is for pavement rehab on Front Avenue (from 9th Street to South Mandan Street and 3rd Street) and 5th Street (from Bowen Avenue to Main Avenue). The project includes a number of different elements listed on the Exhibit J summary sheet. The total cost is estimated at \$2,635,000, with a federal share of \$1,468,880 requested (the federal share represents 80% of the construction costs). MPO staff scored the project at 17.498 and it is consistent with the MTP.

The second project is also a rehabilitation project submitted by the City of Bismarck, for pavement upgrades in the West Core Business District, including 3rd Street (from Main Avenue to Rosser Avenue), Rosser Avenue (from 3rd Street to 7th Street), and portions of 4th Street, 5th Street, and Broadway Avenue. The project again consists of many different elements listed on the summary sheet. The total cost is \$1,804,000 with a federal share of \$656,887 requested (this would be combined with \$786,313 in federal share previously awarded for this project). MPO staff gave this project 15.198 points and it is consistent with the MTP.

The final project was submitted by the City of Mandan for Phase I of their Downtown Core Reconstruction. It will extend on 1st Street NW from Collins Avenue to 6th Avenue NW. It consists of a full reconstruction on the 1st Street NW roadway, and a number of other elements listed on the summary sheet. This first phase is estimated to cost \$6,700,288 and the requested federal share of \$4,850,390 represents 80% of the construction costs. The project was scored at 13.998 by MPO staff and it is consistent with the MTP.

Mr. Froseth said Mandan's project was approved a couple of years ago, but they realized after the fact their cost estimate was not accurate, and costs would be higher than anticipated. He said they did not have the needed local match, and so made the difficult decision to turn back the federal funding. Mandan is now bringing the project back, except it is being split into two phases, and phase II will be submitted in a later year to focus on the avenues between Main Street and 2nd Street. They believe the Urban Grant program fits their needs for this project, especially given limitations existing in the other Urban programs. Mr. Froseth said he agrees with Ms. Riepl that the scoring criteria being used does not fit the Urban Grant program very well.

Mr. Ehreth asked if the scoring methodology the MPO uses for these grants programs was presented to TAC and Policy Board for approval. Chair Drewlow said she believes they were presented in 2019 for approval. Mr. Ehreth said his thoughts are either TAC agrees with

the prioritization or not, and if TAC does not agree, perhaps the scoring methodology should be revisited. However, he believes TAC has been prioritizing Urban Grants projects in the past, and so would move to accept the projects prioritized in ranked order as noted by the points the MPO staff developed.

MOTION: Mr. Ehreth made a motion to recommend approval of the Urban Grants Projects as presented, using the scoring as a ranking. Mr. Peterson seconded the motion.

DISCUSSION: Mr. Froseth said he does not remember hearing the selection criteria for Urban Roads and Urban Regional would apply to the Urban Grant program. He said it may well have happened in 2019, but he would say in any case Urban Grants was not the focus of the criteria. As an example, he believes the City of Bismarck's Urban Grants projects scored points this year for improving freight corridors, whereas the Mandan project did not score points for this. He believes this shows the scoring criteria does not accurately reflect the Urban Grant program goals, which he believes are more focused on downtown revitalization (which he said probably should not include moving freight). He said because of this, he would vote no on the motion as is, and would prefer the projects be submit unranked for NDDOT to decide what projects best meet the Urban Grant program goals. Ms. Drewlow said she understands Mr. Froseth's concerns.

Ms. Pierce said she agrees with Mr. Froseth, and is not comfortable ranking the Urban Grants projects. She noted the Mandan project was supposed to go forward a couple of years ago and did not due to unforeseen circumstances, and so she is not comfortable with it being ranked last.

ROLL CALL VOTE: Mr. Ehreth had made a motion to recommend approval of the Urban Grants Projects as presented, using the scoring as a ranking. Mr. Peterson had seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Mark Berg, Andrew Stromme, Kevin Nelson, Mitch Flanagan, Dean Schloss, and Wayne Zacher voting in favor, and Justin Froseth, Natalie Pierce, and Chair Drewlow voting against, the motion was approved.

POST-VOTE DISCUSSION: Mr. Ehreth said Mr. Froseth made some good points, and it sounds like at least some members believe the approved scoring criteria is inconsistent with the Urban Grants program. He suggested revisiting the Urban Grants program scoring criteria. Ms. Drewlow said MPO staff is planning to revisit the criteria before next year's solicitation, and while she is in favor of still using some of the MTP goals and objectives, using some of NDDOT's Urban Grant specific goals will also be considered. She agrees this situation should be addressed, and MPO staff will plan to have a new list of scoring criteria prepared before the next solicitation period. Ms. Pierce said she supports this plan.

2026 URBAN REGIONAL PROGRAM PROJECTS

Ms. Drewlow referred to Exhibit N in the packet for a summary of the Urban Regional projects. She said the MPO received five applications for the Urban Regional program, and all five were submitted by the City of Bismarck. The projects were scored by MPO staff against

MTP objectives, and these scores were given to the Prioritization Committee for their use in the prioritization process. The Committee requested MPO staff provide some detail as to how each project aligns with the MTP. The projects are therefore identified as generally consistent with the MTP, as within the universe of alternatives in the MTP (listed as possibilities but not assigned funding), or as within the constrained project list in the MTP (specifically assigned potential funding). All five projects being presented are generally consistent with the MTP.

Ms. Drewlow presented the projects in the order they were ranked by the Prioritization Committee. The top ranked project is a maintenance project for traffic signal upgrades on Bismarck Expressway/ND 810 intersections (Washington Street to 26th Street, Denver Street and Washington Street, and Arbor Avenue at 7th and 9th Streets). The cost estimate for this project is \$3.45 million dollars, and Bismarck is requesting \$2.76 million in federal dollars, but is willing to reduce the extents of the project if costs need to be reduced. The project scored 12.966 in MPO staff scoring.

The second ranked project is a maintenance project for Concrete Pavement Repair (CPR) and grinding, along with ADA ramp replacements on State Street/Boulevard Avenue from 6th Street to Divide Avenue. The City of Bismarck estimates costs for this project at \$1.37 million, requesting a federal share of \$1.096 million. MPO staff scored this project at 12.382.

The third ranked project is a maintenance project for 7th Street from Front Avenue to Broadway Avenue, and 9th Street from Front Avenue to Main Avenue. Bismarck plans to perform CPR and grinding along with ADA ramp upgrades for this project, at an estimated cost of \$438,000. The city is requesting \$350,400 in federal share, and it received 12.382 points from MPO staff.

The fourth ranked project is an unusual submission, as it is for the preparation of environmental documentation for a potential future reconstruction and widening of State Street/US 83 from Calgary Avenue to 57th Avenue. This project is not for construction, but is solely for the environmental documentation needed to support any future work done on the project. The total cost is estimated at \$500,000 and the federal share requested is \$400,000. MPO staff scored this project at 13.432.

The fifth and final project is a construction project for a multi-use trail on the west side of State Street/US 83 from 43rd Avenue to Calgary Avenue. The project would cost an expected \$356,000 with a federal share of \$284,800. The project scored 7.216 points from MPO staff.

Mr. Zacher asked about the timing of some of the projects. He said he knows this is for 2026, but he said there are a number of other projects on some of these roadways, and he feels like some of these projects could have been combined with those for efficiency's sake. He asked about the number 1 ranked Expressway project specifically, and why the traffic signal upgrades were not included with another project.

Mr. Berg said part of the reason the traffic signals are a separate project is because of the long delivery times to get traffic signal standards. There is no way to no if by 2026 the process will be any more efficient, so Bismarck is planning for a long delivery time.

Mr. Zacher said he understands that concern, he was just curious because of the work he does on Urban Regional projects.

Mr. Berg said the number 5 ranked project was also submitted as a TA project, and the City of Bismarck submitted the number 4 ranked project in order to get the project on the radar. The environmental documentation does not guarantee the project would be constructed immediately. He said the number 3 ranked project could be tied with another project scheduled for that area if NDDOT determines it most appropriate. Finally, he said the number 1 ranked

traffic signals project is something the city considered their top priority for this solicitation cycle, as their staff reviewed the signals and they are showing age.

MOTION: Mr. Berg made a motion to recommend approval of the Urban Regional projects as presented (adopting the Prioritization Committee's ranking). Mr. Ehreth seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2022 URBAN RAIL/HIGHWAY CROSSING SAFETY PROJECTS

Ms. Drewlow presented on this item. She said the MPO previously indicated in November to TAC and Policy Board there would be no Urban Rail projects this year. However, since then the MPO was made aware of two projects being promoted by NDDOT in partnership with the City of Bismarck, and so allowed these to be submitted by the City of Bismarck.

The first project is for the removal of the rail crossing and related infrastructure (and appropriate restoration as needed) at Main Avenue between 24th Street and 26th Street. The expected cost of the project is \$116,000, with \$104,400 in federal dollars requested. The second project is for a rail crossing upgrade on Morrison Avenue, which would impact the Northern Plains Commerce Center rail spur, including the rail signal and related elements. The cost is expected to be \$150,000, and the federal share requested is \$135,000. MPO staff determined both projects to be consistent with the MTP, but the MPO does not have a list of MTP objectives for scoring the Urban Rail projects, so there are no scores assigned to these projects. Ms. Drewlow explained MPO staff does not usually recommend a prioritization of Urban Rail projects to TAC and Policy Board, and she is not aware of any history of such prioritization, since Urban Rail projects are seldom received by the MPO.

Mr. Berg asked if the MPO has only recently started soliciting for Urban Rail, as he does not recall submitting projects for Urban Rail in past years. Ms. Drewlow said as far as she can recall, the MPO has solicited for Urban Rail for at least several years, and does not typically receive any projects. She thinks it is a good idea for the MPO boards to approve these projects, but overall MPO staff has not been very involved in directing or ranking Urban Rail projects.

Mr. Berg said he does not object to submitting the projects to the MPO, but was uncertain if this had been done in the past. He said the Main Avenue rail crossing had originally been intended to be removed when the City of Bismarck did a CPR project on that roadway, but the project fell through. He said the Morrison Avenue project is driven by logistical issues with that rail line, as they have received several comments from the public about it. It has now been deemed eligible for a safety upgrade, which is why the City is moving forward.

MOTION: Mr. Berg made a motion to recommend approval of the 2022 Urban Rail projects as presented, without prioritization. Mr. Nelson seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2021-2022 UPWP AMENDMENT

Ms. Drewlow referred to Exhibit W for the updated Unified Planning Work Program (UPWP) and its amendment. Ms. Drewlow explained most often in the past, UPWP amendments have dealt primarily with the MPO's task 204 category, which concerns transportation studies and data acquisition. Studies are sometimes moved into future years, and the funding associated with them is typically moved also, using the UPWP amendment.

Ms. Drewlow explained this amendment is to move any remaining 2021 funds and projects into the 2022 year. One study, one data acquisition, and a portion of the 2021 Study Associated Modeling budget have been moved from 2021 to 2022. These include the work for the East Main Avenue Corridor Study (EMACS), the purchase of Origin-Destination Data, and modeling work for the EMACS and the Sunset Avenue Corridor Study. The City of Bismarck will be moving additional local match into the 2022 year to help fund the Origin-Destination Data purchase and the supplemental traffic counting the MPO will be using for its Travel Demand Model. Ms. Drewlow said the MPO is also anticipating hiring a part-time Planner in 2022, so staff hours have been adjusted to reflect this expected addition. Some additional funding is being requested for 2022 and funding is also being encumbered from 2021. Overall, these changes reflect a requested increase of \$374,342 to the 2022 work program.

MOTION: Mr. Ehreth made a motion to recommend approval of the 2021-2022 UPWP Amendment as presented. Ms. Pierce seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

BIS-MAN TRANSIT 5310 GRANT APPLICATION

Mr. Larson explained Bis-Man Transit is seeking approval for their Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Grant application. This application would cover expenses from July 1 of 2022 to June 30 of 2023 and would subsidize the cost of operations for Transit's after-hours service, Sunday demand response service, and the salary for the existing mobility manager position. The funding for the after-hours and Sunday demand response services would ensure Transit can continue to provide demand response services beyond the typical ADA hours. The total local share provided by Transit, should all funding requests be approved, would be \$126,810, while the total federal share would be \$144,990. The Bismarck City Commission approved this application on December 14.

MOTION: Mr. Stromme made a motion to recommend approval of the 5310 Grant Application as presented. Ms. Pierce seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

TAC MEETING FORMAT & LOCATION DISCUSSION

Ms. Drewlow explained TAC's meeting format and location were discussed at last month's meeting. A poll was sent out to members, and the results of the poll show the majority of TAC members favor an in-person meeting as opposed to a remote meeting. The votes also show a majority in favor of recording and streaming TAC meetings using Dakota Media Access

(DMA), and also a majority felt they could transition to a new meeting format as soon as January. Ms. Drewlow indicated the poll results would require TAC to be held at one of two locations: either the City/County Building in Bismarck, or the City Hall Building in Mandan, since those are the locations serviced by DMA. She believes there is room for at least most members to meet in-person in the Tom Baker Meeting Room in Bismarck, and the Ed “Bosh” Froehlich Meeting Room in Mandan would be worth a try as well.

Ms. Pierce asked if the MPO can validate parking in downtown Bismarck. Ms. Drewlow said unfortunately not, and Ms. Pierce suggested Mandan as the meeting location in that case. Ms. Drewlow said there is parking that is not time constrained a few blocks from the City/County Building in Bismarck, but it would require a walk.

Mr. Ehreth asked if the meeting space in Mandan is large enough for the TAC board. Mr. Froseth said he thinks there is room for at least eleven or twelve members up front at the Mandan location. Ms. Drewlow noted TAC has fourteen members, including herself, but she might be able to run the meeting from the podium.

Mr. Berg asked if the meetings would still be accessible through Zoom. Ms. Drewlow said yes, DMA would still provide invites, but to encourage in-person participation, the MPO would only provide Zoom invites to people who only want to attend the meetings remotely, or to individuals who have special circumstances come up on month-to-month basis.

Ms. Drewlow noted MPO staff has considered splitting the TAC meeting location half in Bismarck and half in Mandan, just as Policy Board does. Mr. Stromme said he thinks it is reasonable to assume there would be a virtual component to every meeting, and if so he thinks both Bismarck and Mandan could accommodate TAC’s needs. He also does not have concerns about walking a couple of blocks to the meeting location if closer parking is unavailable.

Mr. Froseth noted if half the meetings are held in Bismarck and half in Mandan, it would make sense to sync them with Policy Board, which holds its meetings in Bismarck January-June and in Mandan July-December. Mr. Ehreth thought this a good suggestion. Ms. Drewlow noted the MPO has tentatively secured the Ed “Bosh” Froehlich Room for the second half of 2022 for TAC. Mr. Ehreth said he likes the change to a primarily in-person format, and also syncing the meeting locations with Policy Board. He asked Ms. Drewlow if someone does participate remotely would it be preferable for them to do so consistently. She said yes, but understands special circumstances come up, and if a person who typically attends in-person needs to attend remotely, they should contact the MPO. She prefers the MPO not set up an expectation to send everyone a Zoom invite every meeting, to encourage participation in-person.

MOTION: Mr. Ehreth made a motion to adopt the in-person meeting format indicated by the poll results, with the meeting location split between Bismarck and Mandan on the same schedule as Policy Board, beginning in January of 2022. Mr. Froseth seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Mark Berg, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Dean Schloss, Wayne Zacher, and Chair Drewlow voting in favor, the motion was approved.

2022 TAC MEETING CALENDAR

Mr. Larson referred to Exhibit Z in the packet for the 2022 meeting calendar. All TAC meetings will begin at 10 a.m. on a Monday, with the exception of January, when the holiday requires TAC to meet on Tuesday the 18th at 10 a.m. He noted TAC will have to move to

Mandan one month early, in June instead of July for this year, due to a conflict with the Tom Baker Meeting Room for the June meeting date.

OTHER BUSINESS

IIJA Funding Update

Ms. Riepl said the Infrastructure Investment and Jobs Act (IIJA) is a \$1.2 trillion dollar infrastructure bill signed into law on November 15, 2021. The IIJA includes a five-year surface transportation bill, and provides \$550 billion dollars in new infrastructure spending above current baseline levels. Of that amount, \$274 billion is allocated to transportation programs, and when added to baseline spending, provides \$567 billion in guaranteed transportation funding over a five-year period. \$350 billion is provided to federal highway programs over five years, the years 2022-2026. Most of this funding is distributed to states according to formulas specified in federal law. However, the IIJA also designates funding for a wide range of competitive grant programs that provide funding opportunities. Ms. Riepl referred to Exhibit AA for more information about this. New information is coming out on the IIJA almost daily, and the MPO will strive to provide relevant updates to TAC and Policy Board in a timely manner. She said the FHWA website www.fhwa.dot.gov has been a very good source for updates.

Transit Development Plan (TDP) Update

Ms. Drewlow said the Bis-Man Transit Board has approved an update to their TDP, and Transit will likely begin working with the MPO on the update in June of 2022. The study will run through 2022, and finish sometime in 2023.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:53 a.m., with the next scheduled meeting to take place on January 18, 2022, at 10:00 a.m.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

Rachel Drewlow, Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
BISMARCK	21.1.04 (old) 22.1.04 (new)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP

Project Description:

This project is for various improvements on North 4th Street, North 5th Street, and Broadway Avenue, including CPR, Curb & Gutter work, and Lighting work. This amendment is to move the project from funding year 2021 to funding year 2022. There are no other changes to the cost or scope of this project. The project has a PCN of 22512.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	21.6.09 (old) 22.6.20 (new)	\$121,395	\$13,605	\$15,000 50/50 percentage split Bismarck/Mandan	\$150,000	NHU

Project Description:

This project is for work on the I-94B/Bismarck-Mandan Memorial Bridge. The cost and scope of this project were amended in September 2021. In the current amendment, the project funding year is being moved from 2021 to 2022. All other aspects of this project will remain unchanged. The project has a PCN of 22902.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 21-24 & 22-25 Amendment

Project Year(s) 2021 & 2022

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	21.6.17 & 22.6.21	\$6,300	\$700	\$0	\$7,000	SS

Project Description:

This project is a statewide project that has one site within the Bismarck-Mandan MPO region. The Apple Creek eastbound Weigh in Motion site is located on I-94, and the work done to the site will be minor (electronics will be added to the cabinet). The project will be funded with 2021 funds and will be constructed in 2022. The PCN is 23212.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically goal 2E.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO**TIP** **Amendment**Project Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	22.6.22	\$535,500	\$59,500	\$0	\$595,000	HEN

Project Description:

This safety project is for the installation of wrong way detection systems. One such installation will occur at a Fargo location, and one will occur in Bismarck on McKenzie Drive. The costs listed above are the totals estimated for just the McKenzie Drive project. The project will be funded in 2022, and has a PCN of 23378.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically with goals 1A, 2B and 2E.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

 Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2022-2025 Amendment

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	23.6.19	To Be Determined	To Be Determined	To Be Determined	\$414,000	HES

Project Description:

This project is an NDDOT led safety project to replace delineators on 2-lane US and State highways across the state going both ways. The applicable highways affected in the Bismarck-Mandan MPO area will be ND 6 (an estimated 146 delineators will be replaced in the MPO area), and ND 1806 (464 delineators estimated). The cost breakouts for the project in the Bismarck-Mandan MPO area have yet to be released. The listed total cost is an estimate for the entire district. The project has a PCN of 23363.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is consistent with the Arrive 2045 MTP, specifically Goals 1A and 2B.

Amendment Approved on _____ by the Bismarck-Mandan MPO Policy Board

Bismarck-Mandan MPO Policy Board Chair

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PROJECT FUNDING YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St) & N 6th St (Main Av - Rosser Av) (CPR, Curb & Gutter, Bulb-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000 (Bismarck)	\$1,600,000	UGP	22870	2022	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	\$27,516	\$0	\$6,484 (Bismarck)	\$34,000	TAU	22950	2022	
BISMARCK	22.1.04 ~~21.1.04~~	Urban Grants Project - Bismarck N 4th St (Main to Thayer), N 5th St (Main to Thayer), Broadway (N 4th St to N 6th St) (CPR, Curb & Gutter, Sidewalk, Pavement Marking, LED Lighting, Pedestrian Lighting, Signing, ADA Ramps, Landscaping)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP	22512	NA	Amendment Moved from 2021 (JAN 2022)
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	\$168,237	\$0	\$39,642 (Mandan)	\$207,879	TAU	22951	2022	
MANDAN	22.4.02	Transportation Alternatives - Mandan 19th St SE Trail Project (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$369,000 (Mandan)	\$659,000	TAU	22573	2022	
MANDAN	22.4.03	*Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	\$1,052,090	\$0	\$947,910 (Mandan)	\$2,000,000	SU	22537	2023	
NDDOT	22.6.06	Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021 (Bismarck)	Funded in 2021	NHU	22904	2022	
NDDOT	22.6.07	Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	Funded in 2021	Funded in 2021	Funded in 2021 (Bismarck)	Funded in 2021	NHU	22904	2022	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction, Sanitary Sewer & Drainage)	\$7,081,375	\$793,625	\$3,375,000 (Mandan)	\$11,250,000	SU-CPU	22005 23133	2022	
NDDOT	22.6.09	*Safety - State Street/ US 83 (Calgary Ave to I-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0 (Bismarck)	\$2,500,000	SHE	20098	2023	
NDDOT	22.6.10	*Safety - State Street/ US 83 (I-94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000 (Bismarck)	\$2,800,000	SHE	20097	2023	
NDDOT	22.6.11	Urban Regional - Bismarck State St (Divide Av to I-94) (.7 miles, CPR, Grinding)	\$659,580	\$73,920	\$81,500 (Bismarck)	\$815,000	NHU	22769	2022	
NDDOT	22.6.12	Urban Regional - Bismarck State St (I-94 to Calgary Ave), (Century Ave/11th St) (1 mile, CPR, Grinding)	\$1,869,483	\$440,517	\$0 (Bismarck)	\$2,310,000	NHU	22770	2022	
NDDOT	22.6.13	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, Mill & Overlay, Curb & Gutter)	\$760,742	\$85,258	\$94,000 (Bismarck)	\$940,000	NHU	23202	2022	
NDDOT	22.6.14	*Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Rd to Main Ave) (Install corridor lighting in gaps along Bismarck Expy, Turn lanes)	\$396,000	\$22,000	\$22,000 (Bismarck)	\$440,000	SHE	23155	2022	
NDDOT	22.6.15	Urban Regional - Bismarck Expy Railroad Bridge (Bismarck Expy BN & CP Railway Bridge) (Approach Slab & Barrier Spall Repair, SE Beam End Repair, Seal Joints & Barrier)	\$171,352	\$19,204	\$21,173 (Bismarck)	\$211,729	NHU	22905	2022	
NDDOT	22.6.16	Urban Regional - Bismarck Expy (Main Av to end of asphalt) (Mill & Overlay, ADA Ramp Rev)	\$60,698	\$6,802	\$7,500 (Bismarck)	\$75,000	NHU	23208	2022	
NDDOT	22.6.17	Urban Regional - Bismarck Expy (Washington St to Main Av) (Mill & Overlay, ADA Ramp Rev)	\$1,618,600	\$181,400	\$200,000 (Bismarck)	\$2,000,000	NHU	23207	2022	
NDDOT	22.6.18	*Urban Regional - ND 1804 (Signal St to Bismarck Expy) (Mill & Overlay)	\$2,427,900	\$272,100	\$300,000 (Bismarck)	\$3,000,000	SU	23223	2022	
NDDOT	22.6.19	*Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	Funded in 2021	Funded in 2021	Funded in 2021 (Burleigh)	Funded in 2021	IM	21854	2022	
NDDOT	22.6.20 ~~(21.6.09)~~	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Clean drains & glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains if needed, & potentially adding steps for access)	\$121,395	\$13,605	\$15,000 50% Bismarck 50% Mandan	\$150,000	NHU	22902	2022	Amendment Moved from 2021 (JAN 2022)
NDDOT	22.6.21	*Rural - Statewide ITS equipment (I-94 Mile Marker 165, Apple Creek eastbound Weigh in Motion site) (Electronics added to cabinet)	Funded in 2021	Funded in 2021	Funded in 2021	Funded in 2021	SS	23212	2022	Amendment New Project (JAN 2022)
NDDOT	22.6.22	Safety - Bismarck McKenzie Drive (McKenzie Drive Interchange) (Installation of wrong way detection systems)	\$535,500	\$59,500	\$0	\$595,000	HEN	23378	NA	Amendment New Project (JAN 2022)

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.

* Pending Availability of Federal Funds

* Projects are funded in 2022 but will be constructed in 2023.

- Projects are funded in 2021, but are constructed in 2022. Projects are not included in the expense report.

PROJECT FUNDING YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	23.1.01	*Rural Urban Roads - Bismarck 43rd Ave (State St - 26th St) & 19 St (N Valley Ln/Yucca Av - 43rd Av) (Reconstruction and Widening)	\$4,800,000	\$0	\$9,200,000 (Bismarck)	\$14,000,000	NHU	22929	2022	
BISMARCK	23.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFB at up to 11 locations, recommended by School Safety Crossing Study)	\$378,000	\$0	\$42,000 (Bismarck)	\$420,000	HEU	23372	2023	Modification PCN & Construction Year (JAN 2022)
BISMARCK	23.1.03	Urban Grants Project - Bismarck 3rd/4th/5th St, Rosser Av, Broadway (3rd St from Main-Rosser, Rosser from 3rd-7th, 4th St from Rosser-Thayer, 5th St from Rosser-Thayer, & Broadway from 3rd-4th & 6th-7th) (Mill & Overlay, Curb & Gutter, ADA Ramp Rev, Bikeway/Walkway, Lighting, Signal Revision, Landscaping, Signing, Signal Modifications, Pavement Marking)	\$786,313	\$0	\$1,125,687 (Bismarck)	\$1,912,000	UGP	23216	NA	
BISMARCK	23.1.04	Transportation Alternatives - Bismarck Expy (Bismarck Expy Pedestrian Facility)	\$250,883	\$0	\$59,117 (Bismarck)	\$310,000	TAU	23235	NA	
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000 (UR) \$2,710,000 (CO Federal Aid) \$171,147 (CVD)	\$0	\$2,718,853 (Burleigh)	\$13,600,000	SU	23055	NA	
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Approach Slabs, Expand Joint Mod)	\$168,480	\$18,720	\$0 (Bismarck)	\$187,200	IM	23009	NA	
NDDOT	23.6.03	*Rural - Hwy 1804 (N Hazellon Jct to Signal St) (24.9 miles, Thin Overlay)	\$3,566,000	\$840,000	\$0 (Burleigh)	\$4,406,000	SS		NA	
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	\$73,008	\$8,112	\$0 (Bismarck)	\$81,120	IM		NA	
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit)	\$536,328	\$59,592	\$0 (Bismarck)	\$595,920	IM	23009	NA	
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extends TBD) (Reconstruction, City Utilities)	\$13,758,100	\$1,541,900	\$6,700,000 (Mandan)	\$22,000,000	SU-CPU		NA	
NDDOT	23.6.15	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$308,876	\$34,320	\$0 (Bismarck)	\$343,196	IM	22603	NA	
NDDOT	23.6.16	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Structure Paint, Median X-Over)	\$526,707	\$58,523	\$0 (Multiple)	\$585,230	IM	22603	NA	
NDDOT	23.6.17	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure Incidentals)	\$4,494,271	\$499,364	\$0 (Multiple)	\$4,993,635	IM	22603	NA	
NDDOT	23.6.18	*Safety - Hwy 810 E/Bismarck Expressway (4 miles, W of Washington St to East of 2nd Street) (Pavement Markings, Intersection Improvements, Turn Lanes, Flashing Beacon)	\$199,800	\$11,100	\$11,100 (Bismarck)	\$222,000	SHE	23225	NA	
NDDOT	23.6.19	Safety - US & State Highways Statewide (ND 6, ND 1806) (Replace delineators along the highway going both ways)	(TBD)	(TBD)	(TBD)	\$414,000	HES	23363	NA	Amendment New Project (JAN 2022)
OTHER	23.7.01	Urban Grants Project - Bismarck/Mandan Fixed Bus Route (Various Locations) (Solar Lighting at Existing Shelters, Bus Benches)	\$11,200	\$0	\$2,800 (Bismarck via Bis-Man Transit)	\$14,000	UGP		NA	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.

*Pending Availability of Federal Funds

@ City plans to advance construct project in 2022

MPO Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000			NA	
NDDOT	24.6.01	*Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	\$2,529,062	\$283,438	\$312,500 (Bismarck)	\$3,125,000	NHU	23201	NA	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	\$11,330,200	\$1,269,800	\$4,900,000 (Mandan)	\$17,500,000	SU-CPU		NA	
NDDOT	24.6.07	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Overs, Ramp Connections)	\$1,366,544	\$151,838	\$0 (Burleigh)	\$1,518,382	IM	22639	NA	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0 (Bismarck)	\$30,000,000	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$223,891	\$24,877	\$0 (Bismarck)	\$248,768	IM	22614	NA	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway)	\$290,000	\$0	\$99,015 (Bis P&R District)	\$389,015	TAU	23236	NA	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.

*Pending Availability of Federal Funds

^{MPO} Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	25.2.01	*Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	\$4,000,000	\$0	\$1,000,000 (Mandan)	\$5,000,000	SU		NA	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.03	Bridge - I-94 (5 mile east of ND 25, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.04	Bridge - I-94 (5 mile east of ND 25, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 mile east of ND 25, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 mile east of ND 25, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.07	Bridge - I-94 (5 mile west of US 83 North, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Burleigh)	\$292,465	IM	22644	NA	
NDDOT	25.6.08	Bridge - I-94 (5 mile west of US 83 North, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Burleigh)	\$292,465	IM	22644	NA	
NDDOT	25.6.09	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 mi Fencing, PCC Pave)	\$23,505,300	\$2,611,700	\$0 (Burleigh)	\$26,117,000	IM	22957	NA	
NDDOT	25.6.10	Safety - Bismarck Expy (Bismarck Expy Bridge) (5.5 miles Anti-Icing System)	\$1,173,600	\$130,400	\$0 (Bismarck)	\$1,304,000	S-HEU	17110	NA	
NDDOT	25.6.11	*Urban Regional - Bismarck Expy (Rosser Ave to Miriam Ave) (CPR, Grinding)	\$1,968,800	\$246,100	\$246,100 (Bismarck)	\$2,461,000	NHU	23346	NA	
NDDOT	25.6.12	Urban Regional - 7th St/ 9th St (Main Ave to Boulevard Ave) (Mill and Overlay, ADA Ramps, Lighting)	\$2,120,000	\$265,000	\$265,000 (Bismarck)	\$2,650,000	NHU	23347	NA	

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.

*Pending Availability of Federal Funds

^{MPO} Project area extent is larger than the MPO area. Costs have not been prorated.

Bismarck-Mandan MPO

TIP 2022-2025 Administrative Modification

Project Year(s) 2023

Entity	Project	Federal	State	Local	Total	Federal Funding Source
BISMARCK	23.1.02	\$378,000	\$0	\$42,000	\$420,000	HEU

Project Description:

This project is a Bismarck safety project for the installation of Rectangular Rapid Flashing Beacons at various locations (up to eleven) around Bismarck. This project was recommended by the School Safety Crossing Study. This modification is to address the addition of the federal funding source and a PCN number (23372) for the project.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2045 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the _____ meeting.
(date)

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Travel Demand Modeling Support Program
Bismarck/Mandan Addendum #2 to Master Agreement

Upon execution by the parties below, this Addendum and any attachments shall become part of and incorporated into the *Travel Demand Modeling Support Program Master Agreement* between: ***Bismarck-Mandan MPO and North Dakota State University.***

Project Title: Bismarck East Main Ave Corridor Study

Effective Dates: January 2022 to December 2022

Statement of Work: The Bismarck-Mandan Metropolitan Planning Organization is completing corridor analysis of East Main Avenue in Bismarck. The study area boundaries are: 7th Street to 26th Street. Modeling boundary should encompass the study boundary and the surrounding arterial network.

SCOPE.

- *Analyze potential traffic impacts for reducing lanes from 5 to 3.*
- *Analyze anticipated outcomes of different lane configurations*
- *Analyze anticipated outcomes of an infill land-use scenario.*
- *Analyze effects on freight vehicles along the corridor.*

TASKS

- A. Modify Bis-Man TDM to reflect the changes for each scenario
 1. Perform required TDM run for each scenario
 - a) 2025 model year if needed
 - b) 2040 model year if needed
 2. Provide additional data if needed
 - a) Select links
 - b) Screenlines
 - c) Origin Destination data
- B. Prepare model output: draft maps (GIS or PDF) for each scenario and provide to MPO/Consultant for review and comments. Incorporate feedback to model and provide final model output to MPO/Consultant. Prepare additional output data as needed including but not limited to: select links, screenline volumes, and OD data.

DELIVERABLES

- A. PDF or GIS shapefiles showing modeled output as needed
- B. Select link, screenline volumes, and OD data if needed

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MANAGEMENT/ORGANIZATION

The project will be coordinated between the Bis-Man MPO, SRF Consulting, and ATAC. The following representatives will serve as study coordinators:

Bis-Man MPO:
Rachel Drewlow

ATAC:
Diomo Motuba

Principal Investigator: Diomo Motuba

Project Cost: \$4,743 (see attached budget)

AUTHORIZATION:

Bismarck-Mandan MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title

Name and Title

Date

Date

Budget

Cost Item	Amount
Staff Salaries	\$ 2,186
Benefits	\$ 896
Grad Student Salaries	\$ 180
Undergrad Student Salaries	\$ -
Benefits	\$ 9
Operating	\$ -
Total direct costs	\$ 3,271
NDSU overhead (45%)	\$ 1,472
Total project cost	\$ 4,743

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
ADMINISTRATIVE MODIFICATION**

2021-2022 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)

DATE: January 11, 2022

REGARDING: Transportation Bill Inclusion in the 2021-2022 UPWP

An amendment to the 2021-2022 UPWP was approved by the MPO Policy Board in December 2021. The amendment included budgetary changes and revision of the document text in areas referencing transportation bill(s). Specifically, references to MAP-21 (Moving Ahead for Progress in the 21st Century) and/or the FAST (Fixing America's Surface Transportation) Act within the document were replaced with IIJA (Infrastructure Investment and Jobs Act).

Although the IIJA was signed into law November 15, 2021, the IIJA has not yet gone through Appropriations to enable MPOs to begin assigning expenditures to the new bill. Further, MPOs are operating under a Continuing Resolution of the previous transportation bill, and the requirements thereof, until February 2022.

Therefore, all references to MAP-21 and/or the FAST Act which previously existed in the 2021-2022 UPWP, but were removed, have been restored to the document, along with the addition of the IIJA reference, to include reference to all three transportation bills.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

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**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
ADMINISTRATIVE MODIFICATION**

2021-2022 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)

DATE: January 11, 2022

REGARDING: Study Budget Increase to the 2021-2022 UPWP

The study budget for the East Main Avenue Corridor Study was originally established with a maximum threshold of \$200,000 within the 2021-2022 UPWP. The Request for Proposals for the proposed study was revised from its initial composition to reflect a change in scope of work. Due to complexities involved in the scope of work, there is a need to increase the total study budget amount by an additional \$9,500. This total cost will be shared by the MPO and the City of Bismarck with a split of 80% / 20%, respectively.

Per the Bismarck-Mandan MPO's Public Participation Plan regarding the UPWP, an amendment is required only if budgetary changes exceed 10% of the cumulative yearly amount. The additional \$9,500 budget request does not rise to the 10% threshold, so therefore, does not require a formal amendment to the UPWP. However, also pursuant to the guidance provided in the Public Participation Plan, the MPO must advise the NDDOT and FHWA/FTA of any budgetary changes within the 10% limits.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

Project	From Task	To Task	From Year	To Year	Amount Added
East Main Avenue Corridor Study	204	204	2022	2022	\$9,500
				TOTAL - 204	\$9,500
				TOTAL SUM	\$9,500